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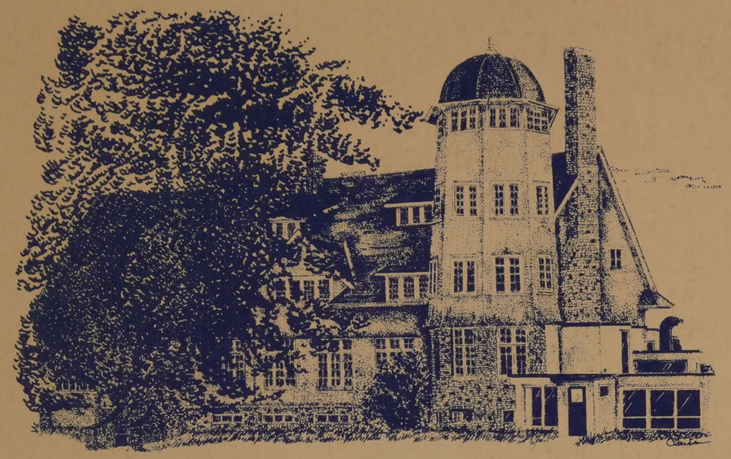
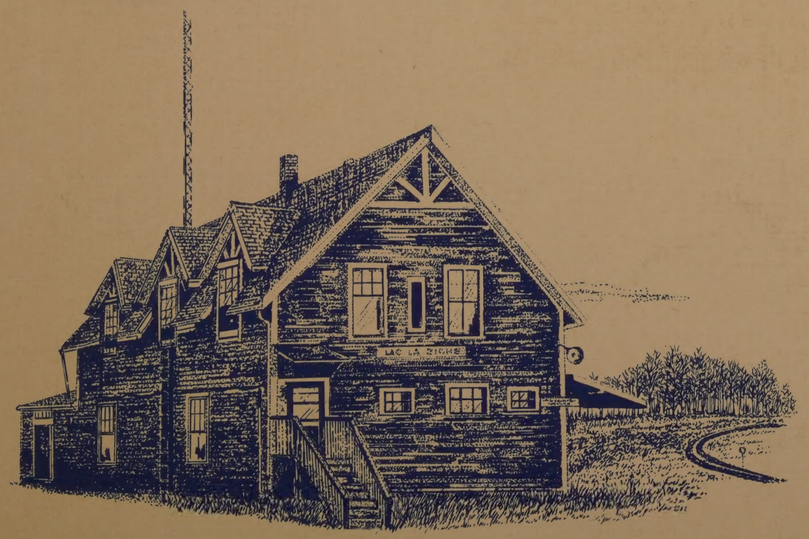


Lac la Biche General Municipal Plan 1981



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Town of Lac La Biche General Municipal Plan 1981

Prepared by the Lac La Biche Planning Committee

Ted Langford, Chairman
Brian Cadieux
Lloyd Brown
John Lachowich
Art Gingras
Zicki Eludin
Wilf Boman

E. J. Woynarowich, Mayor
Duane Young
James Vincent
Edna Gatzke
Richard Persson, Administrator

Municipal Affairs
Planning Staff: Wayne Jackson
Stan Verbisky
Deborah Kerr
Claudia Baldwin

MAP COLLECTION
UNIVERSITY OF ALBERTA
EDMONTON, ALBERTA
CANADA

The General Municipal Plan Bylaw 707 was given third reading and adopted March 10, 1981, after a Public Hearing February 17, 1981.

R. Bouchard
Mayor

R. Persson
Administrator

Alberta
MUNICIPAL AFFAIRS

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Introduction

The Town of Lac La Biche is located in northeast Alberta, some 230 kilometers northeast of Edmonton. The settlement's origins are in the fur trading era of the 1800's. Agricultural settlement of the area began in this century and the railroad reached Lac La Biche in 1914. Commercial fishing, logging and mink ranching were all important regional activities of the first half of this century. In the last twenty years the Town has been growing in importance as a regional service and administrative centre. It is now facing a new stage in its development; being brought on by possible major developments in the oil and gas industry and the increasing effect of tourism growth.

This general municipal plan is intended to give guidance to the communtiy in general and to the Town Council in particular, in addressing both short range planning problems and long range issues. The plan was prepared with the assistance of the general plan committee, which was composed mainly of non-elected persons. The community should benefit from both its preparation and its continual use. It should provide a focus for Town decisions and a framework in which they can be made. The plan is adopted by by-law. After adoption the plan will be continually monitored so that it may be amended as the need arises.

Some Important Facts And Figures

1980 CENSUS RESULTS

POPULATION	2,035
DWELLING UNITS	584
AVERAGE PERSONS PER DWELLING UNIT	3.4

AGE DISTRIBUTION

0 - 14	30.2%
15 - 34	37.6%
35 - 64	23.4%
65 +	8.8%

MEDIAN AGE: 22.9

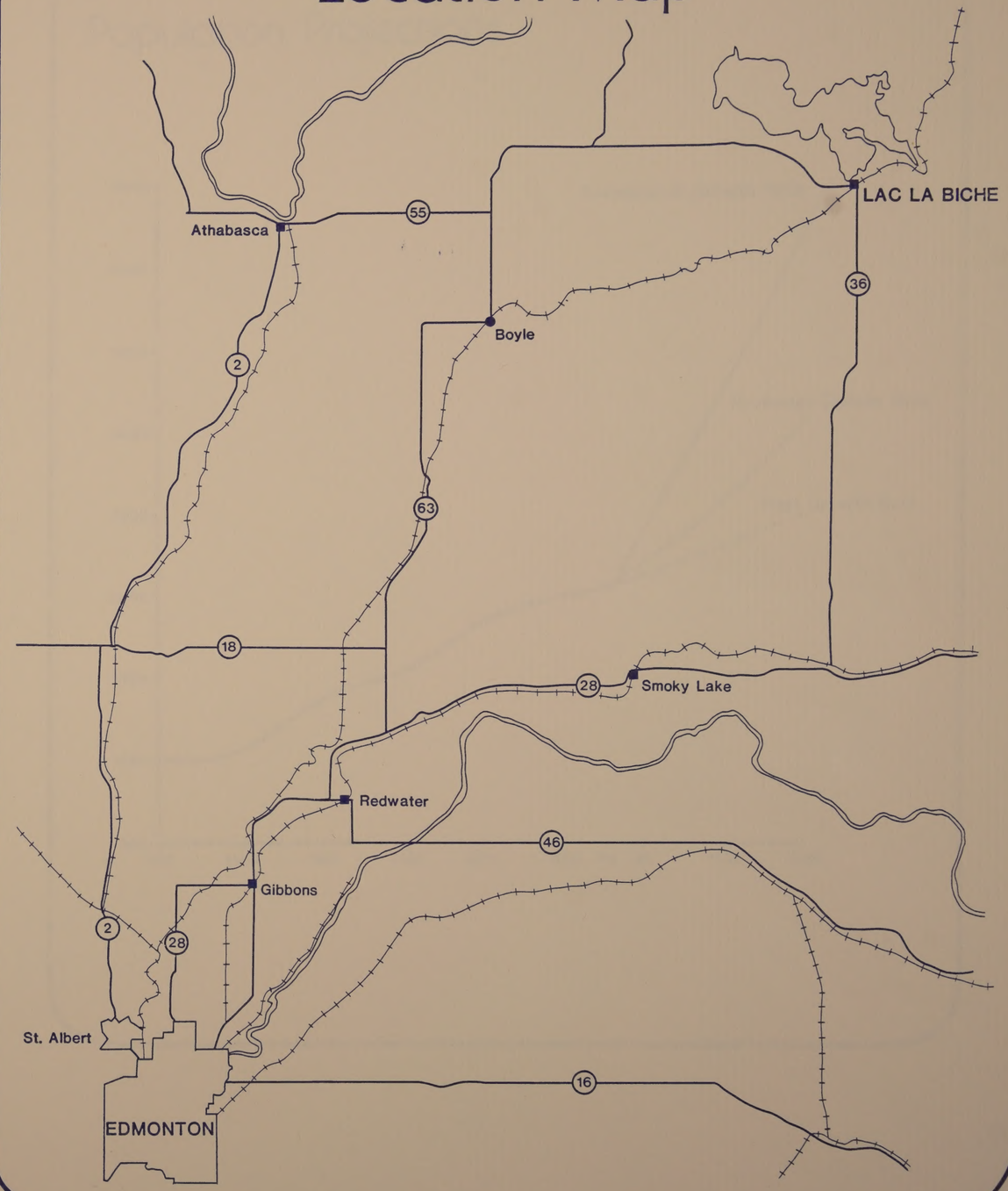
LABOUR FORCE DISTRIBUTION 728

DISTRIBUTION	
GOVERNMENT	19.8%
CONSTRUCTION	6.6%
EDUCATION	16.8%
RETAIL	14.7%

EMPLOYMENT LOCATION

IN TOWN	91.6%
OUT OF TOWN	8.4%

Location Map



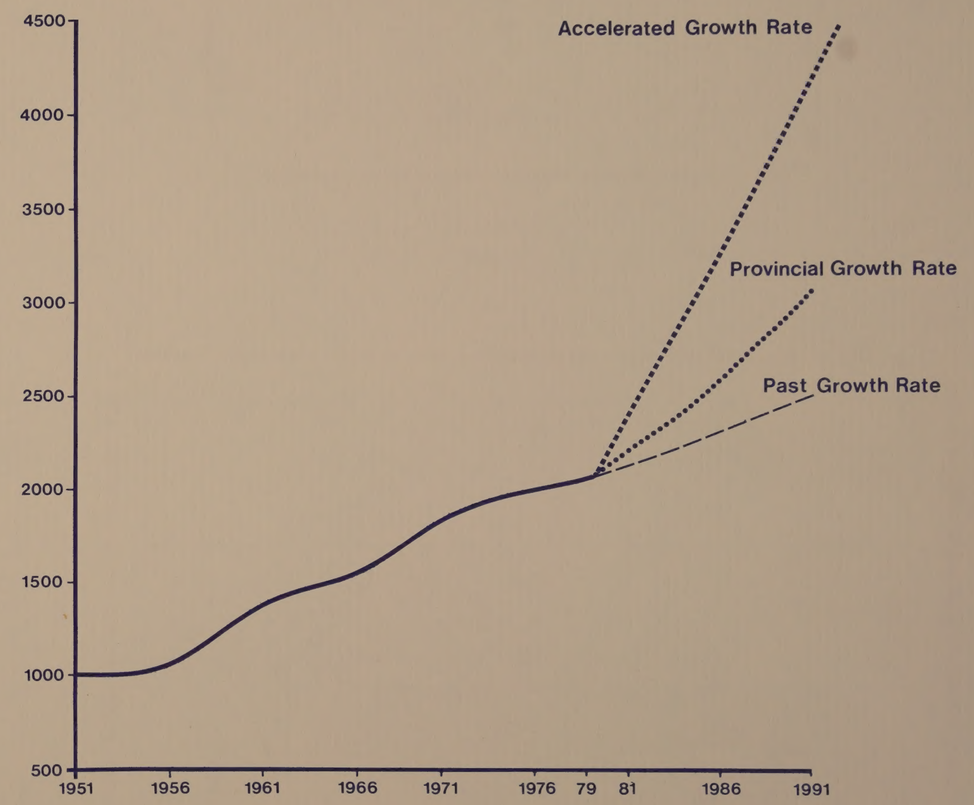
Population Growth and Change

In the past five years there has been little population growth in Lac La Biche. In the next few years, however, the Town will experience the impact of recent development in the oil and gas industry, as well as the further development of the area as a recreation centre, and the increase in importance of the town as a public service centre.

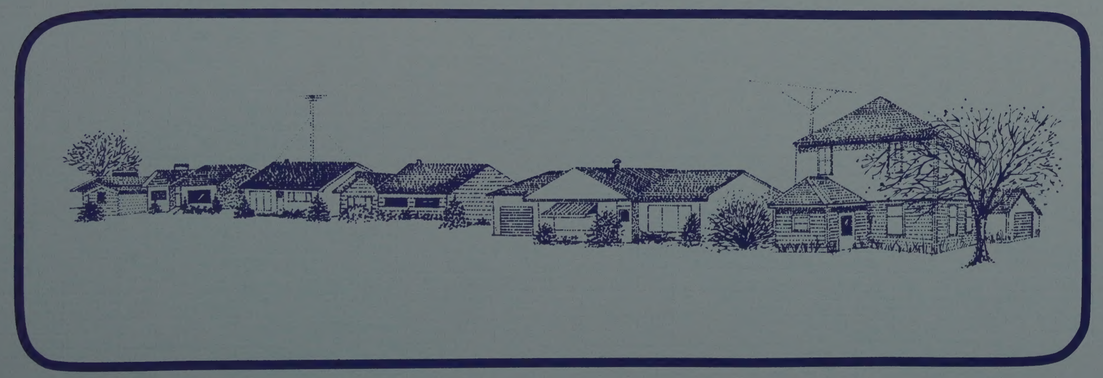
It is expected that the Town will continue to develop as an important service and supply centre for the oil and gas industry. This may not be accompanied by a substantial increase in population however, since gas plant development is not particularly labour intensive. Heavy oil development, however would cause a substantial increase in population. The centre of this exploration activity is in the Primrose Air Weapons Range. The timing of such developments and their magnitude is still difficult to determine and for this reason it is preferable not to attach specifics to population projections at this time. Some more general projections are found on the accompanying graph. As the town population increases the growth patterns will be monitored so that appropriate adjustments to Town programs and policies can be made.

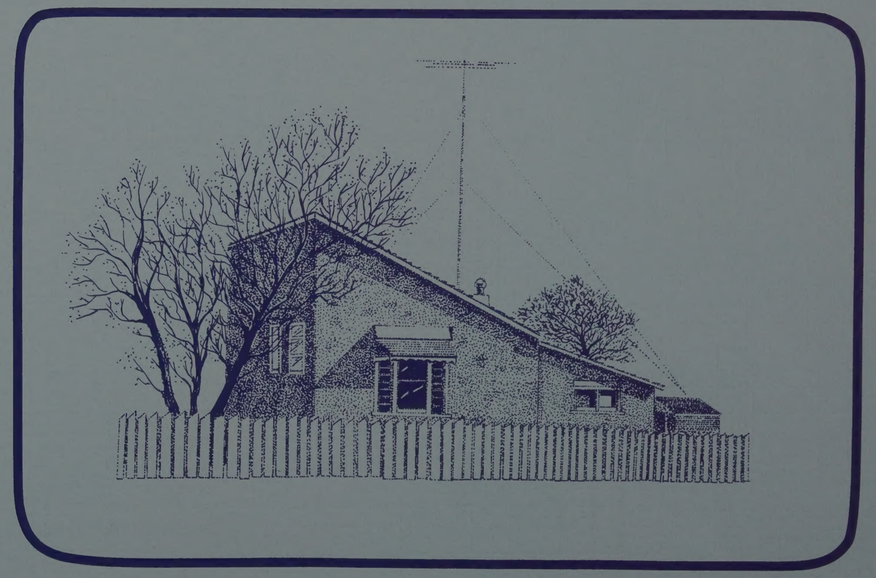
Of a more specific nature are the development of a new and enlarged hospital which will necessitate an increase of up to 50 employees; and the construction of a permanent facility for the Alberta Vocational College which will add approximately 45 new staff. These two projects could therefore mean 95 additional jobs and a population increase of up to 400 persons to the Town.

Population Projections



Residential Development





Housing Facts

HOUSING TYPES (1980)

Single Detached	65.7%	Mobile Homes	8.6%
Duplex	5.0%	Business Suites	3.0%
Row Housing	0.8%	Other	1.5%
Apartment Units	15.3%		

OCCUPANCY

Vacant*	Owner-occupied Dwellings	Renter Occupied Dwellings
5.4%	57.3%	37.1%

POPULATION

Average 3.4 persons per dwelling unit

NEW CONSTRUCTION

Average construction 30 to 35 dwelling units per year, 1975 - 1979.
(20% in the form of Multi-family Units)

DEMAND 1980 - 1990

Scenario	1990 Population Projection	New Dwelling Units Required[1]	Acreage Required Minimum[2]	Acreage Required Advisable[3]
Moderate Growth	2,500 to 2,800	382	95	142
Accelerated Growth	2,900 to 3,300	632	158	237
Rapid Growth	3,500 to 4,00	982	245	367

*Over one-half of these units were owned by Alberta Public Works; some of which they were attempting to sell, others being part of a specific housing program. Still others were abandoned sub-standard units.

1. Based on 1 dwelling required for every two new people to compensate for the number of dwellings required to accommodate new household formation.

2. Based on 4 units per acre.

3. Based on 1 1/2 times the theoretical amount; to allow for contingencies, competition, choice, etc.

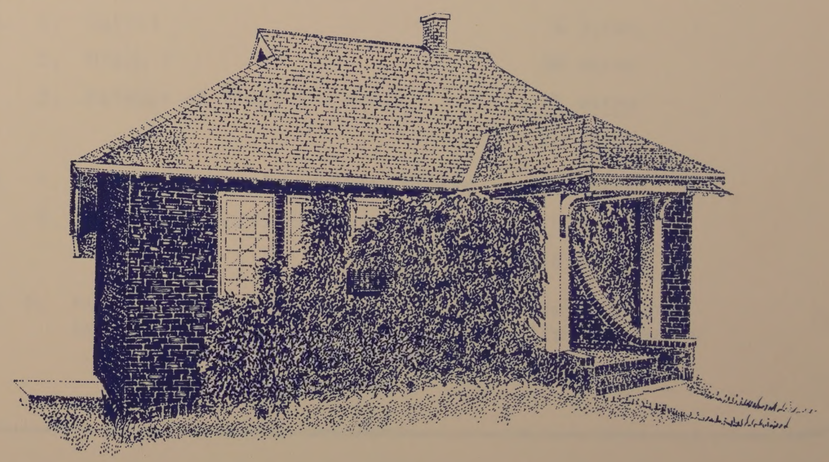
Issues and Problems

1. THERE IS A SEVERE HOUSING SHORTAGE, WITH RESPECT TO BOTH DWELLINGS FOR SALE AND RENTAL UNITS. THIS PROBLEM IS FURTHER COMPOUNDED BY THE FACT THAT THOSE DWELLING UNITS WHICH ARE AVAILABLE ARE AFFORDABLE TO ONLY A SMALL SEGMENT OF THE TOWNS POPULATION. SOME FIFTY OCCUPIED DWELLING UNITS ARE IN VERY POOR (SUB-STANDARD) CONDITION.

2. THE TOWN SEWAGE LAGOON IS OPERATING AT CAPACITY AND FURTHER RESIDENTIAL DEVELOPMENT SHOULD NOT (CANNOT) TAKE PLACE UNTIL MAJOR IMPROVEMENTS TO THE SEWAGE LAGOON ARE MADE.

3. THE EXISTING RESIDENTIAL NEIGHBOURHOODS ARE SEPARATED FROM EACH OTHER, AND OFTEN FROM KEY PUBLIC FACILITIES, BY MAJOR BARRIERS (E.G. N.A.R. TRACKS) AND/OR SUBSTANTIAL DISTANCES.

4. PRIME DEVELOPMENT AREAS WERE SUBDIVIDED IN A LONG-LOT FASHION. DEVELOPMENT OF THESE AREAS REQUIRES THE COOPERATION OF SEVERAL ADJACENT OWNERS OR THE ASSEMBLY OF SUCH PARCELS BY A SINGLE DEVELOPER.



Development Policies

1. THE TOWN WILL ENCOURAGE RESIDENTIAL DEVELOPMENT TO OCCUR IN THE PATTERN AND SEQUENCE OUTLINED IN THE DEVELOPMENT STRATEGY.
IF CIRCUMSTANCES PERMIT, THE "INNER AREAS" WILL BE DEVELOPED BEFORE THE "OUTER AREAS," WITH REFERENCE TO THE DEVELOPMENT STRATEGY, AREA 1 IS A MORE LOGICAL AREA FOR DEVELOPMENT THAN AREA 2, AND SO FORTH. IF DEVELOPMENT, HOWEVER, CANNOT TAKE PLACE IN A GIVEN AREA, FOR WHATEVER REASON, THE TOWN WILL ENCOURAGE DEVELOPMENT IN THE NEXT AREA.

2. THE TOWN WILL, IN CONJUNCTION WITH ITS CONSULTING ENGINEERS AND ALBERTA ENVIRONMENT, TAKE THE NECESSARY STEPS TO PROVIDE ADEQUATE AND LONG TERM SEWAGE TREATMENT AND TO MAKE THE REQUIRED IMPROVEMENTS TO THE DISTRIBUTION SYSTEM. PLANS WILL HAVE TO BE MADE TO SERVICE AN AREA SOUTH, SOUTHEAST AND SOUTHWEST OF THE EXISTING TOWN BOUNDARY. THE EXTENT OF THIS AREA WILL BE DETERMINED BY THE TOPOGRAPHIC DETAILS AND THE EASE OF SERVICING.

3. AT ANY GIVEN TIME THE TOWN WILL ATTEMPT TO HAVE A THREE YEAR SUPPLY OF RESIDENTIAL LAND AVAILABLE. THE TOWN WILL SUPPORT ANNEXATION APPLICATIONS WHICH ARE IN KEEPING WITH THE IMPLICATIONS OF POLICY #1.

4. ALL NEW DEVELOPMENT WILL BE APPROVED CONDITIONAL UPON THE SIGNING OF A DEVELOPMENT AGREEMENT BETWEEN THE TOWN AND THE DEVELOPER. THE TOWN WILL NOT CONTRIBUTE TOWARDS THE COST OF NEW DEVELOPMENT.

5. THE TOWN, WITH THE ALBERTA HOUSING CORPORATION, WILL EXPLORE THE POSSIBILITY OF PURCHASING MORE LAND FOR FUTURE RESIDENTIAL DEVELOPMENT. BY THE END OF 1981 A DEFINITE DECISION SHOULD BE MADE.

6. THE TOWN WILL MAKE EVERY EFFORT TO ENSURE THAT A WIDE VARIETY OF HOUSE TYPES, INCLUDING MOBILE HOME PARKS AND SUBDIVISIONS, IS INCLUDED IN EACH NEW DEVELOPMENT AREA. IN ALL NEW SUBDIVISIONS THE TOWN WILL ENCOURAGE A MIXTURE OF LOW DENSITY, MEDIUM DENSITY AND MOBILE HOME DEVELOPMENTS. AT LEAST 10% OF THE LAND IN ANY NEW SUBDIVISION WILL BE DEVOTED TO MULTI-FAMILY HOUSING.

7. IN ALL NEW SUBDIVISIONS, PUBLICLY OR PRIVATELY DEVELOPED, AT LEAST 10% OF THE UNITS WILL BE ALLOTED TO PUBLIC PROGRAMS SUCH AS THE RURAL AND NATIVE HOUSING PROGRAM. THE DWELLING UNITS WHICH ARE CONSTRUCTED AS A RESULT OF SUCH PROGRAMS WILL BE SPREAD OUT THROUGHOUT THE SUBDIVISION, AND THE COMMUNITY, RATHER THAN BEING CONCENTRATED IN A SPECIFIC AREA.

8. COMMERCIAL INTRUSIONS INTO THE OLDER RESIDENTIAL AREA WILL NOT BE PERMITTED. MULTI-FAMILY REDEVELOPMENT IN THIS AREA WILL NOT BE PERMITTED TO REPLACE SOUND HOUSING STOCK.

Development Policies

9. IN NEW RESIDENTIAL SUBDIVISIONS THE FOLLOWING BASIC DESIGN CRITERIA WILL BE USED:

   A) A VARIETY OF LOT SIZES WILL BE PROVIDED

   B) WOODED AREAS WILL BE PROTECTED/PRESERVED

   C) NARROWER RESIDENTIAL STREETS WILL BE ENCOURAGED

   D) LANELESS SUBDIVISIONS WILL BE CONSIDERED WHERE APPROPRIATE

   E) ISOLATED RESIDENTIAL AREAS WILL NOT BE ENCOURAGED.

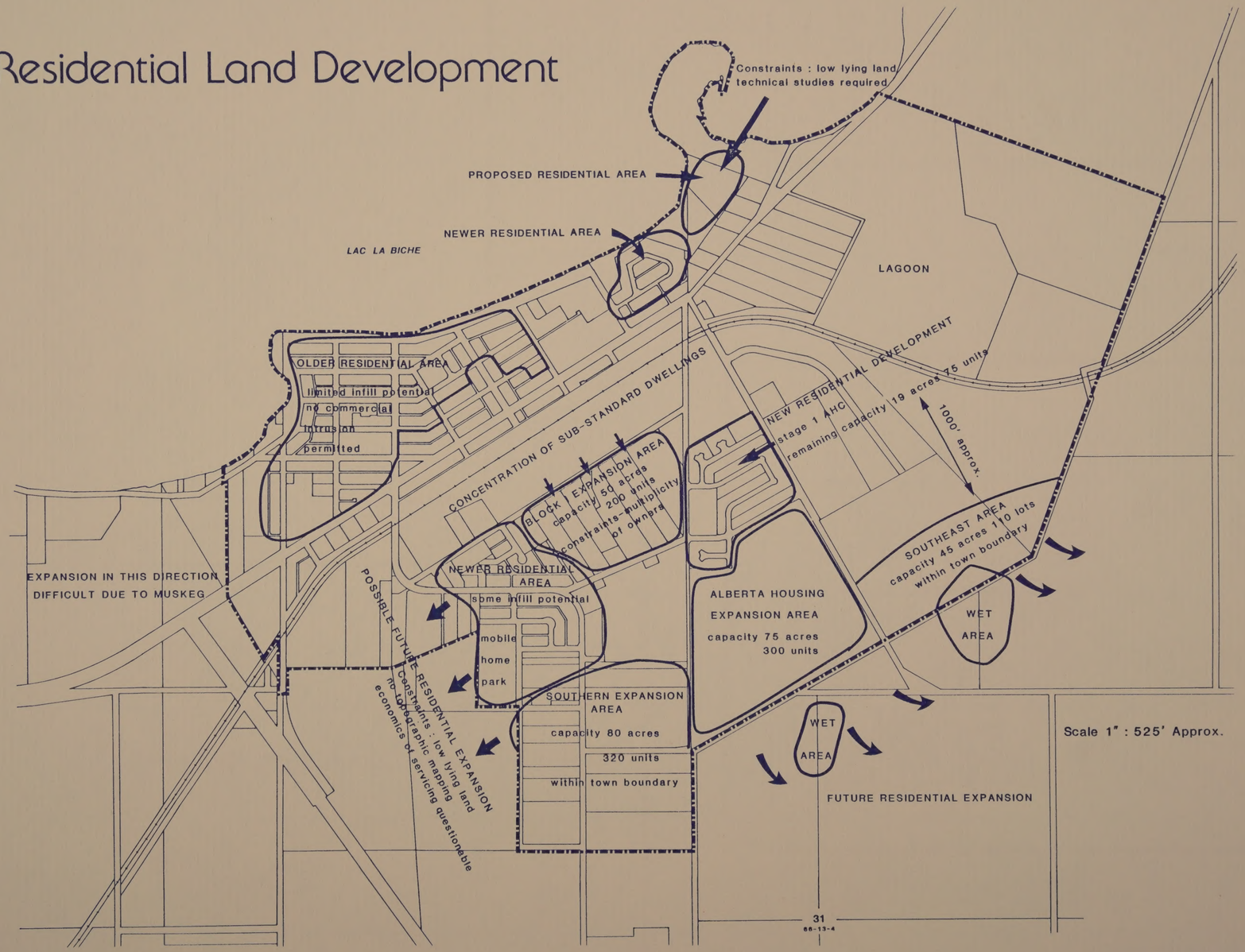
10. THE TOWN, IN COOPERATION WITH THE ATHABASCA COUNTY FOUNDATION, WILL TAKE STEPS TO ENSURE THAT AT LEAST ANOTHER 25 UNITS OF SENIOR CITIZEN ACCOMMODATIONS ARE CONSTRUCTED BY 1982, AND WILL PURSUE THE POSSIBILITY OF ANOTHER 25 UNITS FOR 1984. NEW SENIOR CITIZEN ACCOMMODATION WILL BE CONSTRUCTED AT APPROPRIATE LOCATIONS IN THE "OLDER RESIDENTIAL AREA," IN THE VICINITY OF MANY OF THE TOWN'S AMENTITIES.

11. IN CASES WHERE REPLOTS ARE UNDERTAKEN THE TOWN WILL ENSURE THAT THE REPLOT IS CARRIED OUT WITHOUT UNDUE DELAY.

Development Strategy

A.	1.	Infill	6 acres
	2.	Block 1	50 acres
	3.	Balance of STAGE 1 - A.H.C.	19 acres
			75 acres
B.	4.	A.H.C. - Second and Third Stages	75 acres
	5.	Southern Area/Southeast Area	125 acres
			200 acres
C.	6.	Further Southwest and Southeast expansion	Development limits unknown

Residential Land Development



Recreation, Institutions and Historic Sites

Recreation Issues and Problems

1. THE BEAUTY OF THE LAKE AND THE RECREATIONAL USES IT PROVIDES ARE THE MAIN FEATURE RESIDENTS OF LAC LA BICHE LIKE ABOUT THEIR TOWN. THE LAKEFRONT AREA MUST BE PROTECTED SO THAT IT WILL CONTINUE TO BE BOTH ATTRACTIVE AND USEFUL.

2. THERE ARE PRESENTLY FEW DEVELOPED PLAYGROUNDS, SUCH AS CREATIVE PLAY-GROUNDS, FOR YOUNG CHILDREN IN THE TOWN.

3. THERE ARE A LARGE NUMBER OF PEOPLE CROSSING THE RAILWAY TRACKS TO GET FROM ONE SIDE OF TOWN TO THE OTHER. THIS IS A DANGEROUS PRACTICE WHICH SHOULD BE CONTROLLED.

Lakefront Policies

1. RESIDENTIAL DEVELOPMENT WILL NOT BE PERMITTED WITHIN 100 FEET OF THE HIGH WATER LINE.

2. ANY STRUCTURE DESIGNED FOR RECREATIONAL USE (SUCH AS CHANGING ROOMS; MARINAS) WILL COMPLIMENT THE DEVELOPMENT OF THE REGIONAL PARK.

3. THE DESIGN OF ANY PROPOSED DEVELOPMENT NEAR THE LAKE MUST BE SUCH THAT IT COMPLIMENTS THE SURROUNDING LANDSCAPE.

4. THE TOWN WILL UP-GRADE AND DEVELOP THE PICNIC AREA AND BOAT LAUNCH IN THE WEST AREA SPECIFICALLY, AND THE ENTIRE LAKESHORE AREA IN GENERAL.

Recreation Policies

1. THE LAC LA BICHE REGIONAL RECREATION BOARD IS RESPONSIBLE FOR RECREATION PLANNING FOR THE TOWN. RECOMMENDATIONS FOR PROGRAMS AND FACILITIES ARE OUTLINED IN THE REGIONAL RECREATION MASTER PLAN 1977-1982.

   THE GENERAL MUNICIPAL PLAN SUPPORTS THESE RECOMMENDATIONS AND REITERATES THE MOST IMPORTANT LAND USE PRINCIPLES:

   A. TO ENSURE THAT ADEQUATE SPACE IS PROVIDED FOR PRESENT AND FUTURE POPULATIONS.

   B. TO ENSURE THAT FACILITY DEVELOPMENTS ARE IN KEEPING WITH PUBLIC RECREATION NEEDS.

   C. TO ENSURE THAT THE BEST POSSIBLE ENVIRONMENTAL CONTEXT IS REALIZED.

   D. TO ENSURE THAT A BALANCED PARK SYSTEM IS PROVIDED WITH AN APPROPRIATE EMPHASIS ON COMMUNITY, DISTRICT AND REGION WIDE NEEDS.

   E. TO ENSURE THAT CONFLICTING AND COMPETING USES ARE AVOIDED.

   F. TO ENSURE THAT PLANNING AND DEVELOPMENT IS FOR OPTIMUM, RATHER THAN MAXIMUM USE LEVELS, THEREBY PREVENTING UNDUE OVERUSE AND ENVIRONMENTAL DAMAGE OR DETERIORATION.

   G. TO ENSURE THAT MULTIPLE USE, YEAR ROUND USE AND FAMILY USE IS CONSIDERED.

   H. TO ENSURE THAT THE HIGHEST PRIORITY SPACE AND FACILITY REQUIREMENTS RECEIVE FIRST CONSIDERATION.

   I. TO DEVELOP FOR EFFICIENCY IN SUPERVISION, OPERATION AND MAINTENANCE.

2. THE TOWN WILL SUPPORT THE DEVELOPMENT OF A REGIONAL PARK IN THE AREA BETWEEN THE RECREATION COMPLEX AND THE LAKEFRONT, INCLUDING THE OLD HUDSONS BAY POST SITE. THIS AREA CAN BE USED AS THE LOCATION OF FUTURE RECREATION FACILITIES.

3. THE TOWN WILL ENCOURAGE CONSTRUCTION OF CREATIVE PLAYGROUNDS ON THE TWO ELEMENTARY SCHOOL GROUNDS.

4. THE TOWN WILL CONSIDER ESTABLISHING AN AT-GRADE PEDESTRIAN CROSSING OF THE RAILWAY TRACKS.

5. THE TOWN WILL, WITHIN ITS FINANCIAL CAPABILITY, ESTABLISH AN ANNUAL BUDGET TO IMPLEMENT THE RECOMMENDATIONS IN THE REGIONAL RECREATION MASTER PLAN.

Open Space Policies In New Subdivisions

1. IN NEW SUBDIVISIONS, THE TOWN WILL ENSURE THAT LAND DEDICATED TO MUNICIPAL/SCHOOL RESERVE IS DEVELOPABLE. UNDEVELOPABLE LAND WILL BE CLASSIFIED AS ENVIRONMENTAL RESERVE.
2. IN NEW RESIDENTIAL AREAS, WHERE POSSIBLE, A LARGE CENTRALIZED PARK WILL BE ESTABLISHED.
3. IN NEW INDUSTRIAL SUBDIVISIONS, SOME RESERVE DEDICATION WILL BE USED TO DEVELOP A GREEN LANDSCAPED AREA FOR EMPLOYEES.
4. NEW SUBDIVISIONS WILL BE LINKED WITH OTHER AREAS OF TOWN BY PEDESTRIAN/ BICYCLE TRAILS.
5. WHEN BLOCK A IS FURTHER SUBDIVIDED, THE TWO OR THREE EXISTING TRAILS WILL BE PRESERVED (UTILITY RIGHTS-OF-WAY) TO ALLOW CONTINUED PEDESTRIAN ACCESS TO THE DOWNTOWN FROM THE SOUTH SIDE OF THE TRACKS.
6. IN ANY NEW DEVELOPMENT, AS MUCH OF THE EXISTING TREE COVER AS POSSIBLE WILL BE PRESERVED.
7. LANDSCAPED BUFFERS WILL BE PLACED BETWEEN DIFFERENT LAND USES AND AROUND UNSIGHTLY LAND USES.

Institutions

Issue

1. THE TOWN REQUIRES A POLICY WITH RESPECT TO THE LOCATION AND USE OF INSTITUTIONAL BUILDINGS.

Policies

1. THE TOWN AND THE SCHOOL BOARD WILL ENTER INTO AN AGREEMENT WITH REGARD TO USE OF RESERVE LANDS.
2. WHEN NEW SCHOOLS ARE REQUIRED THE TOWN WILL ENCOURAGE THE SCHOOL BOARD TO CONSIDER BUILDING ANOTHER NEIGHBORHOOD SCHOOL, ESPECIALLY AT THE ELEMENTARY LEVEL.
3. COMMUNITY USE OF SCHOOLS AND PUBLIC BUILDINGS WILL BE ENCOURAGED.
4. PUBLIC SERVICES WILL BE ENCOURAGED TO LOCATE IN OR NEAR THE DOWNTOWN.

Historical Sites

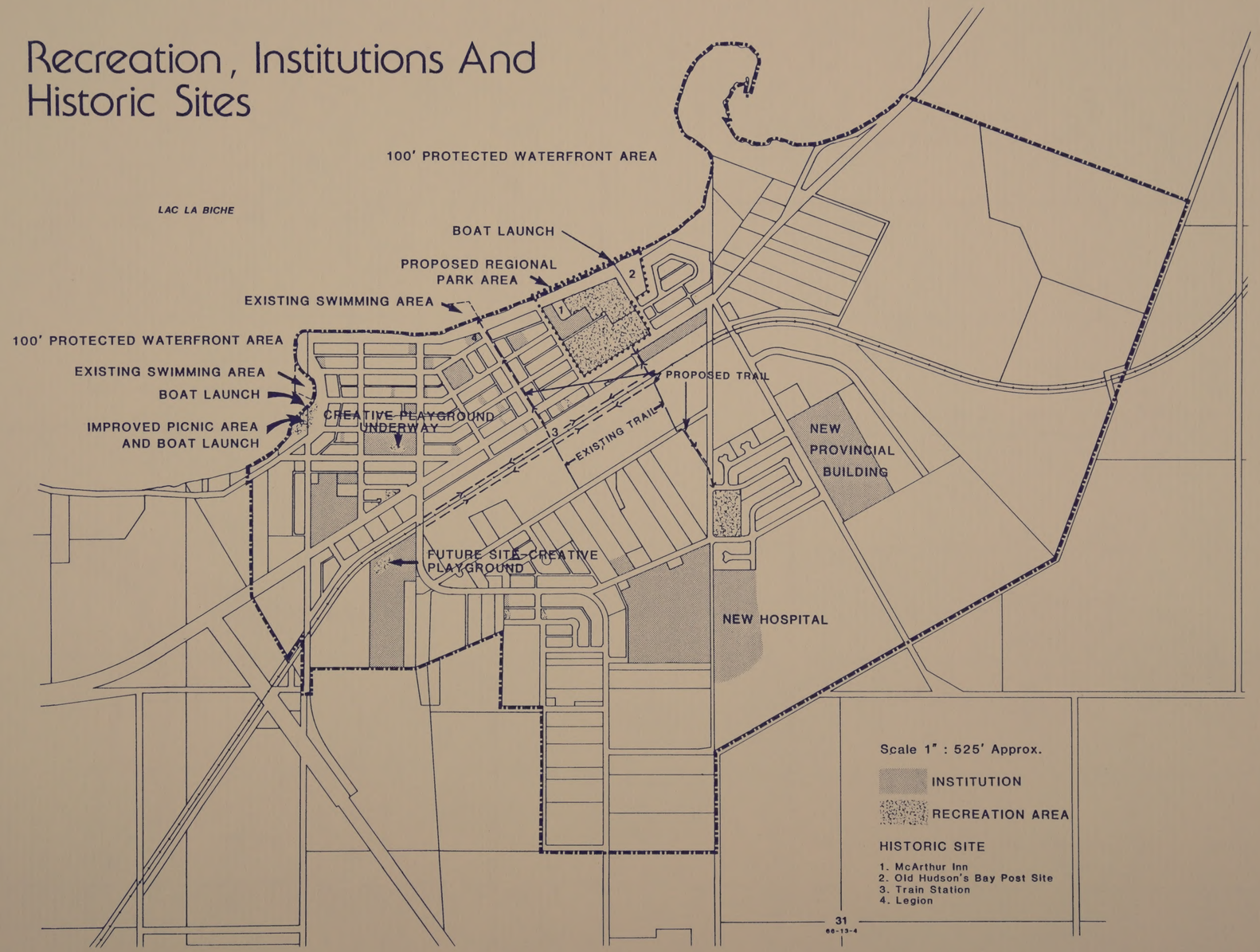
Issue

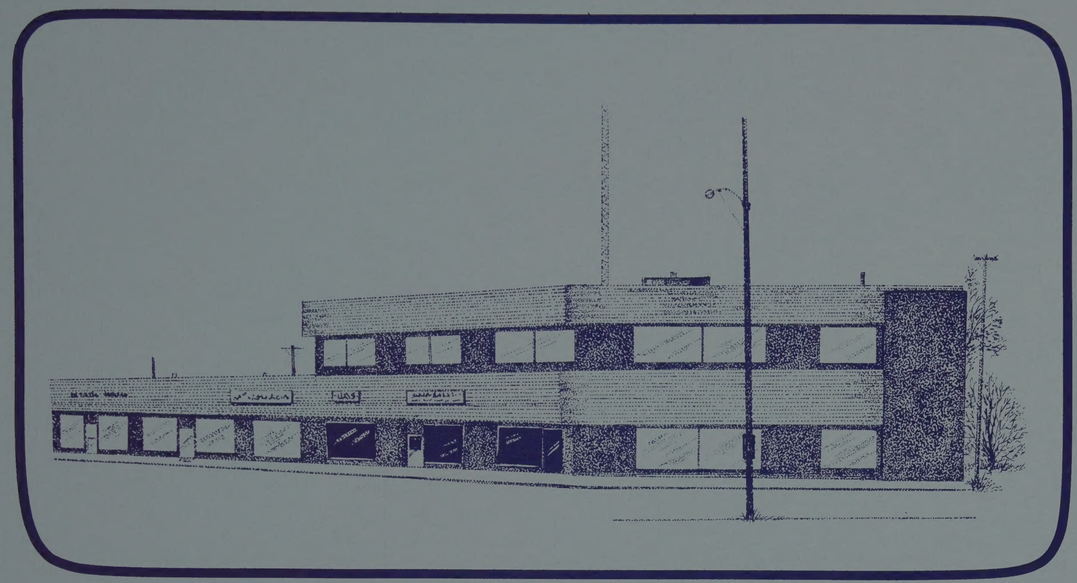
1. THE TOWN HAS SEVERAL BUILDINGS WHICH ARE OF HISTORICAL IMPORTANCE AND SHOULD BE PRESERVED.

Policy

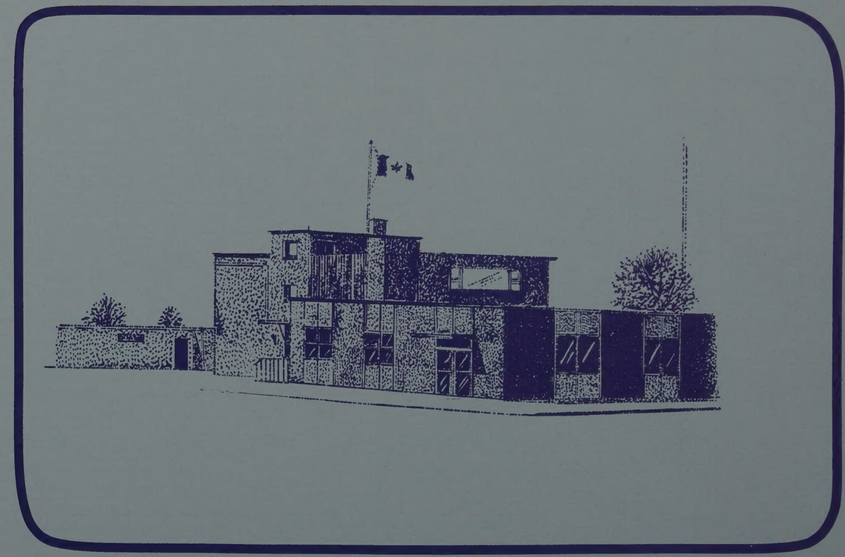
1. THE MACARTHUR INN HAS BEEN RECOGNIZED AS A PROVINCIAL HISTORIC SITE. THE OLD HUDSON BAY POST SITE, THE LEGION AND THE RAILROAD STATION ARE OF LOCAL HISTORICAL IMPORTANCE. THE TOWN WILL WORK TO UPGRADE AND MAINTAIN ALL FOUR SITES AND TO PRESERVE THEIR HISTORIC CHARACTER SO THAT THEY MAY BE OF BENEFIT TO THE WHOLE COMMUNITY.

Recreation, Institutions And Historic Sites





Secondary Commercial and Light Industrial Development

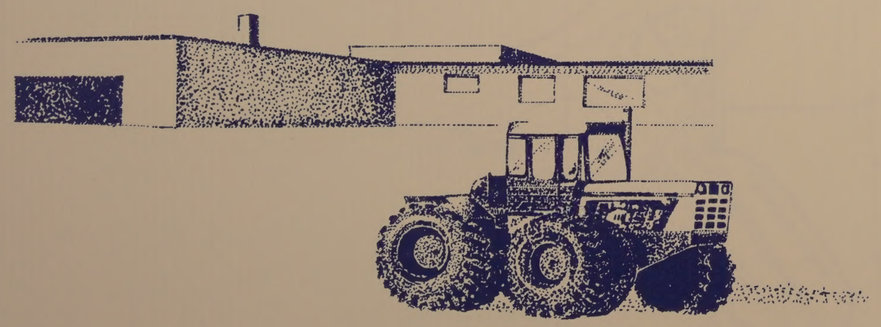


Issues and Problems

1. EXISTING SECONDARY COMMERCIAL AND LIGHT INDUSTRIAL USES ARE FOUND IN A VARIETY OF AREAS WITHIN THE TOWN. THERE IS ALSO A SUBSTANTIAL LIGHT INDUSTRIAL AREA TO THE NORTHWEST OF THE TOWN, ADJACENT TO THE LAKE IN I.D. 18.

2. THE TOWN INDUSTRIAL SUBDIVISION CONTAINS A SUBSTANTIAL NUMBER OF AVAILABLE LOTS, BUT THERE IS A DEMAND FOR SMALLER INDUSTRIAL LOTS WHICH ARE IN LIMITED SUPPLY.

3. AS THE TOWN GROWS MORE SECONDARY COMMERCIAL AND INDUSTRIAL LAND WILL BE REQUIRED TO ACCOMMODATE NEW AND EXPANDING BUSINESS.



Policies

1. THE TOWN WILL ALLOW/ENCOURAGE SECONDARY COMMERCIAL AND INDUSTRIAL EXPANSION TO OCCUR GENERALLY IN AN EASTERLY DIRECTION. (SEE MAP).

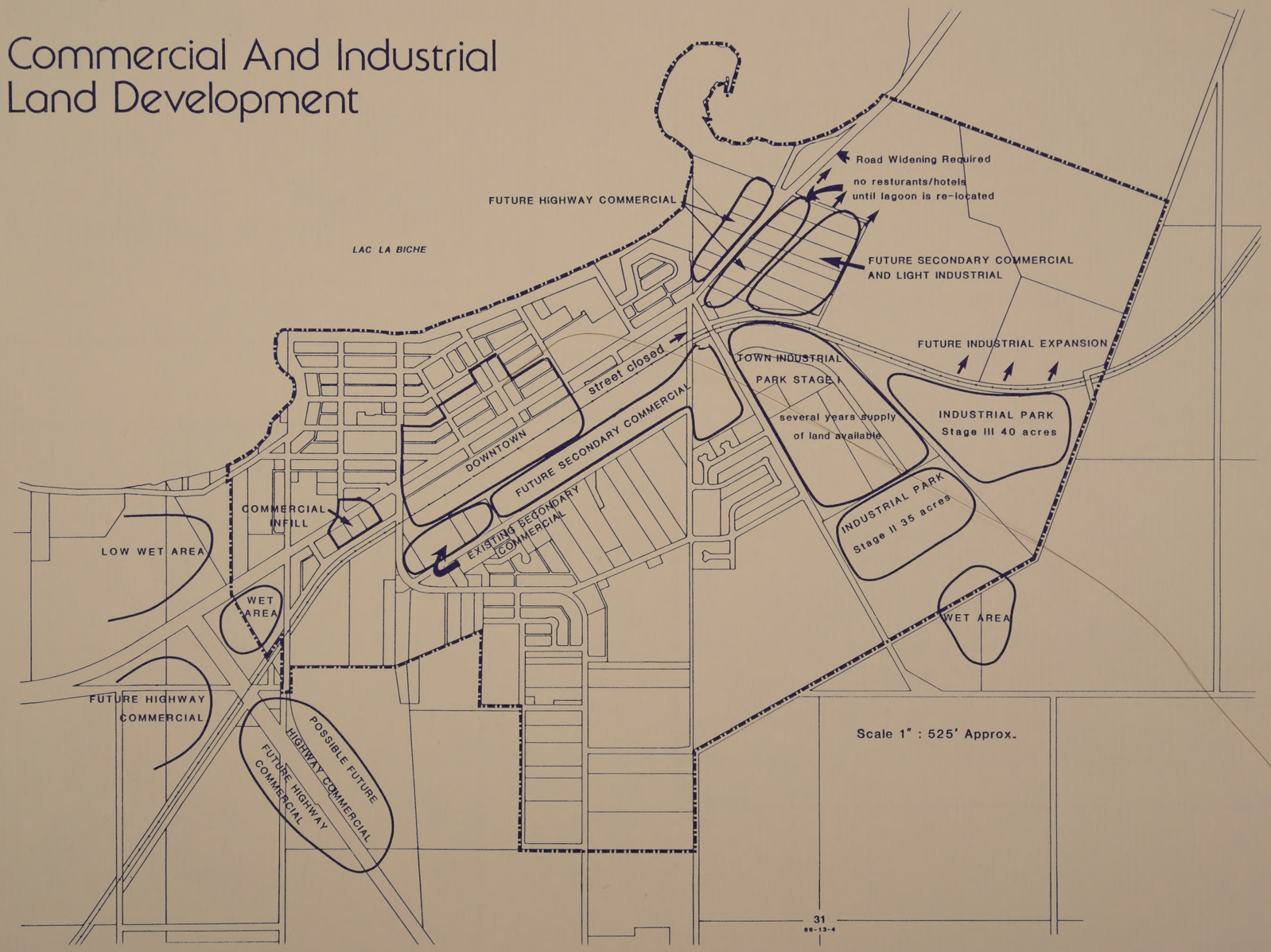
2. THE TOWN WILL NOT, HOWEVER, PERMIT NOXIOUS INDUSTRY TO LOCATE WITHIN THE COMMUNITY.

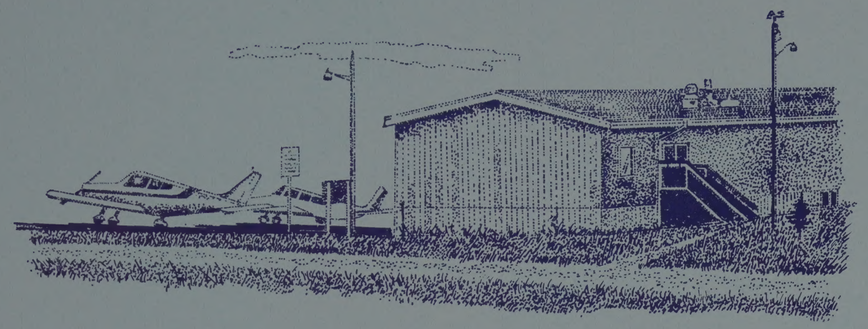
3. NEW SECONDARY COMMERCIAL AND INDUSTRIAL DEVELOPMENT WILL HAVE DIRECT ACCESS ON TO COLLECTOR OR ARTERIAL ROADS.

4. WHERE SECONDARY COMMERCIAL OR LIGHT INDUSTRIAL LAND IS ADJACENT TO RESIDENTIAL LAND ADEQUATE BUFFERING WILL BE PROVIDED.

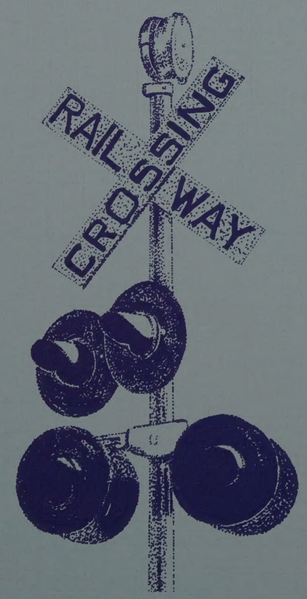
5. THE TOWN WILL CONCENTRATE ON THE PROVISION OF GENERALLY SMALLER INDUSTRIAL PARCELS, AND ENCOURAGE THOSE DEVELOPMENTS REQUIRING LARGER, POSSIBLY UNSERVICED PARCELS, TO LOCATE IN THE I.D. INDUSTRIAL AREAS IN THE VICINITY OF THE TOWN. THIS WILL PARTICULARLY APPLY TO THOSE USES WHICH ARE OPEN STORAGE ORIENTED (RATHER THAN THOSE WHICH ARE SITE INTENSIVE).

Commercial And Industrial Land Development





Transportation and Highway Commercial Development



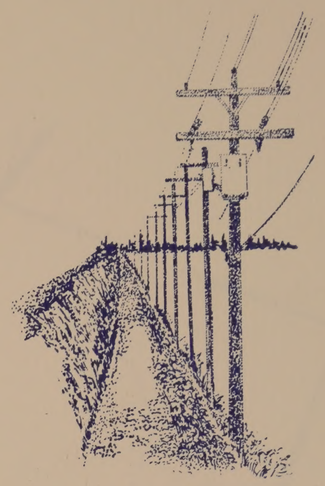
Issues and Problems

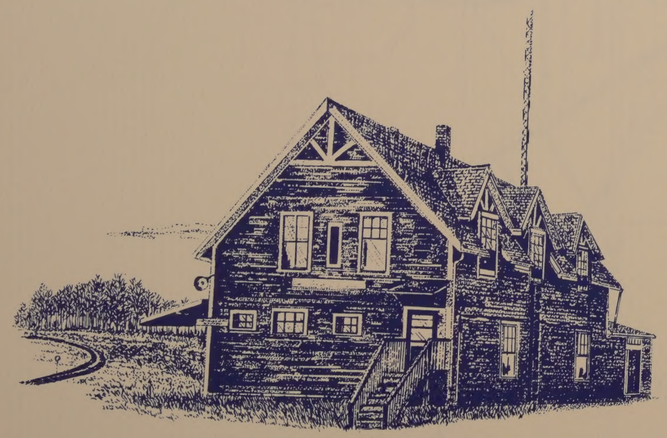
1. NO VISABLE ROAD HIERARCHY EXISTS; MANY RESIDENTIAL STREETS ARE USED BY THROUGH TRAFFIC. THE SOUTHERN APPROACH TO THE TOWN, HIGHWAY 36, IS ALSO A RESIDENTIAL STREET PASSING THROUGH SCHOOL ZONES.

2. WITH INCREASED TRAFFIC ON HIGHWAYS 55 AND 36 GOING THROUGH THE DOWNTOWN THIS AREA WILL HAVE DIFFICULTY FUNCTIONING AS A COMMERCIAL AREA.

3. THE TOWN IS CONSTRAINED BY THE FACT THAT THERE ARE ONLY TWO RAILWAY CROSSINGS CONNECTING THE TWO SECTIONS OF THE COMMUNITY.

4. MORE HIGHWAY COMMERCIAL LAND WILL BE REQUIRED OVER THE NEXT FIVE YEARS, TO ACCOMMODATE NEW AND RE-LOCATED ESTABLISHMENTS. (THE SEWAGE LAGOON LIMITS THE DEVELOPMENT OF SOME POTENTIAL HIGHWAY COMMERCIAL LAND).





Policies

1. THE TOWN WILL ADOPT THE ROAD HIERARCHY SHOWN ON THE ACCOMPANYING MAPS AND USE IT AS A BASIS FOR STREET PAVING AND REPAIR PROGRAMS, AS WELL AS THE GENERAL DIRECTING OF TRAFFIC.

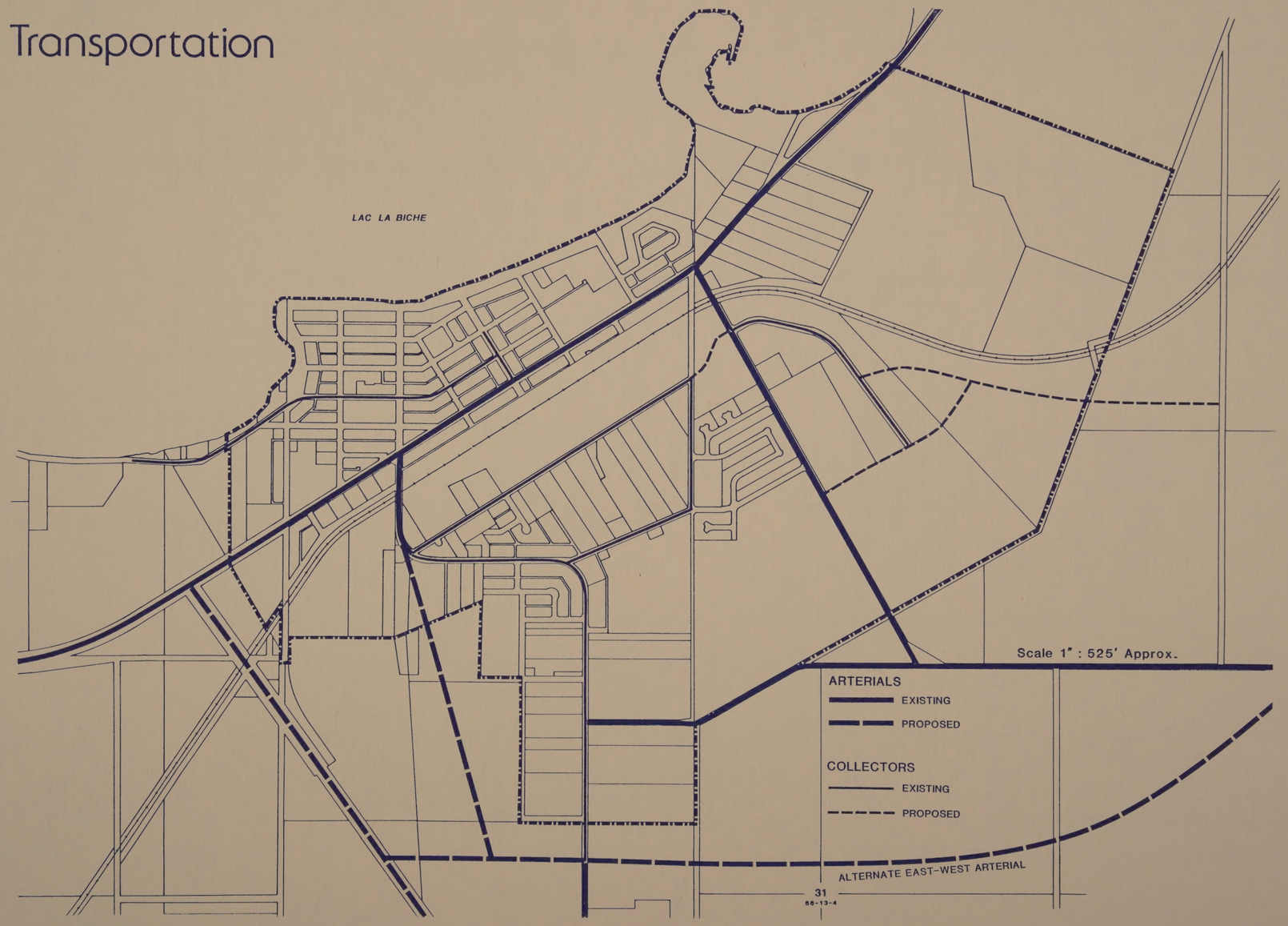
2. THE TOWN WILL TAKE THE POSITION THAT THE CONSTRUCTION OF A NEW HIGHWAY 36 ON THE ALREADY ACQUIRED RIGHT-OF-WAY IS OF MAJOR IMPORTANCE AND WILL PURSUE THE MATTER WITH ALBERTA TRANSPORTATION OVER A FIVE YEAR PERIOD.

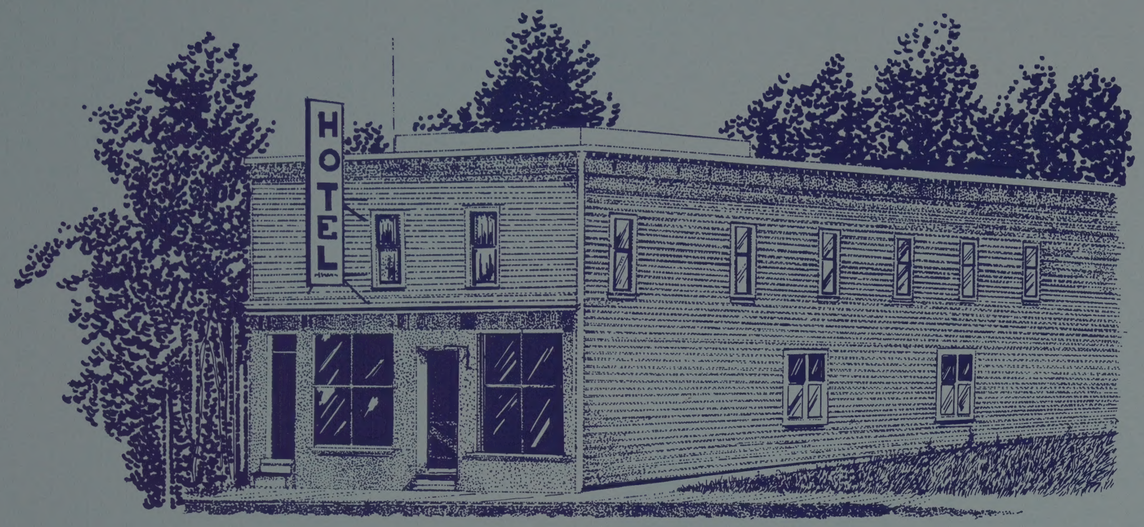
3. AS COMMERCIAL TRAFFIC VOLUMES INCREASE ON HIGHWAY 36, 55 (EAST) AND 868, THE TOWN WILL PURSUE THE DESIGNATION AND CONSTRUCTION OF A DOWNTOWN TRUCK BY-PASS UTILIZING EXISTING RURAL ROADS AND RIGHTS-OF-WAY.

4. WHERE MAJOR ROADS PASS CLOSE TO SCHOOLS, ADEQUATE SIGNS, LIGHTS, FENCES AND OTHER SIMILAR SCHEMES WILL BE PROVIDED.

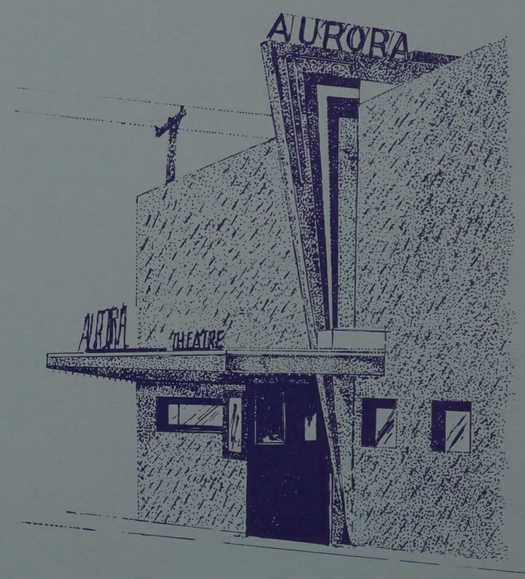
5. NEW HIGHWAY COMMERCIAL LAND WILL BE LOCATED AS SHOWN ON THE MAP.

Transportation





Downtown Development



Issues and Problems

A. THERE ARE A LIMITED NUMBER VACANT LOTS AND A NUMBER OF NON-CONFORMING USES IN THE DOWNTOWN AREA. THERE IS A NEED FOR LAND FOR RETAIL COMMERCIAL USE.

B. THERE IS A LACK OF ADEQUATE SPACE FOR PARKING.

C. THE APPEARANCE OF THE DOWNTOWN IS OF SOME CONCERN TO LOCAL RESIDENTS AND BUSINESS PEOPLE.

Policies

A. 1. THE RESIDENTIAL NEIGHBOURHOODS ADJACENT TO THE DOWNTOWN APPEAR TO BE VIABLE. THERE ARE A NUMBER OF LOTS IN THE DOWNTOWN THAT ARE TAKEN UP BY NON-CONFORMING USES. IT CAN BE EXPECTED THAT THESE WILL EVENTUALLY CHANGE TO COMMERCIAL USES. THE ONLY SIGNIFICANT AMOUNT OF VACANT LAND PRESENTLY AVAILABLE NEAR THE DOWNTOWN IS THE N.A.R. PROPERTY. FOR THESE REASONS, THE BOUNDARIES OF THE DOWNTOWN WILL BE EXTENDED MAINLY IN THE DIRECTION OF THE N.A.R. PROPERTY ONLY, AND TO SOME DEGREE TO THE WEST ALONG MAIN STREET. A DEVELOPMENT PLAN FOR THE N.A.R. PROPERTY WILL BE PREPARED WITH THE C.N.R.'s KNOWLEDGE AND INPUT. IT WILL INCLUDE AN ASSESSMENT OF THE NEED FOR ADDITIONAL RAILROAD CROSSINGS.

2. BUSINESSES THAT ARE SPACE-EXTENSIVE WILL BE ENCOURAGED TO RELOCATE OUT OF THE DOWNTOWN. THE TOWN WILL FACILITATE THIS BY ALLOCATION OF SUFFICIENT LAND FOR SECONDARY COMMERCIAL USES.

3. RECOGNIZING THE FACT THAT MANY BUSINESSES RELY ON WALK-IN TRAFFIC AND VISIBILITY TO SURVIVE, GROUND FLOOR LAND USE IN THE DOWNTOWN WILL BE RESTRICTED PRIMARILY TO RETAIL COMMERCIAL DEVELOPMENT. RESIDENTIAL AND INSTITUTIONAL DEVELOPMENT MAY BE PERMITTED AS SECOND STOREY USES WITHIN THE DOWNTOWN.

4. DEVELOPMENT OF A SHOPPING CENTRE OR OTHER RETAIL USES IN THE FRINGE AREA WOULD SERIOUSLY THREATEN THE VIABILITY OF THE DOWNTOWN BUSINESSES. ALL NEW RETAIL COMMERCIAL USES SHALL BE CONCENTRATED IN THE DOWNTOWN. PROPOSALS FOR DEVELOPMENT OF SMALL-SCALE SHOPPING PLAZAS IN THE DOWNTOWN WILL BE SUPPORTED. THE TOWN CAN SUPPORT THIS POLICY BY ENSURING THAT SUFFICIENT LAND IS AVAILABLE ELSEWHERE FOR ANY USES WHICH MAY DESIRE TO RELOCATE: RESIDENTIAL, INSTITUTIONAL, OR SECONDARY COMMERCIAL.

Policies

B. 1. EMPLOYEES OF CERTAIN BUSINESSES ARE PRESENTLY USING PARKING SPACES THAT SHOULD BE MADE AVAILABLE TO CLIENTS OR CUSTOMERS. A 2 HOUR PARKING LIMIT ON ALL DOWNTOWN STREETS WILL BE ENFORCED.

2. THE TOWN WILL NEGOTIATE WITH THE N.A.R. TO LEASE PARKING SPACE FOR THE USE OF LARGE VEHICLES (CAMPERS, ETC.), AS WELL AS FOR CARS. THIS SPACE SHALL BE ADEQUATELY SIGN-POSTED.

3. LOTS THAT ARE PRESENTLY AVAILABLE FOR PARKING WILL BE ADEQUATELY GRADED AND SIGN POSTED BY THE TOWN.

4. THE TOWN WILL ENFORCE THE PARKING BY-LAW ON ALL NEW DEVELOPMENTS.

5. THE TOWN WILL MAKE OWNERS OF EXISTING BUILDINGS AWARE OF THE PARKING BY-LAW. ATTEMPTS WILL BE MADE INFORMALLY THROUGH THE CHAMBER OF COMMERCE TO RAISE PARKING STANDARDS. AS ENTERPRISES IN THE DOWNTOWN APPLY FOR DEVELOPMENT PERMITS IN ORDER TO IMPROVE OR EXTEND THE BUILDING OR SITE, THE PARKING BY-LAW SHOULD BE APPLIED AND ENFORCED. (PLANNING ACT SECTION 72(5A). THE POSSIBILITY OF A PARKING AUTHORITY WILL BE EXPLORED IN CONJUNCTION WITH THE ABOVE PARKING SOLUTIONS. PARKING WILL BE CHANGED FROM ANGLE TO PARALLEL IN SPECIFIC AREAS.

C. 1. THE TOWN WILL DEVELOP A PEDESTRIAN ORIENTATION ON SWIFT STREET BETWEEN THE N.A.R. STATION AND THE LAKE. IMPLEMENTATION TECHNIQUES SUCH AS THE WIDENING OF SIDEWALKS, THE PLACEMENT OF STREET FURNITURE AND PARKING RESTRICTIONS WILL BE CONSIDERED AT THE APPROPRIATE TIME.

2. THE TOWN IN CONJUNCTION WITH THE CHAMBER OF COMMERCE WILL INITIATE A DRIVE TO UPGRADE THE APPEARANCE OF STORE-FRONTS. THE FOLLOWING CRITERIA WILL BE TAKEN INTO CONSIDERATION:

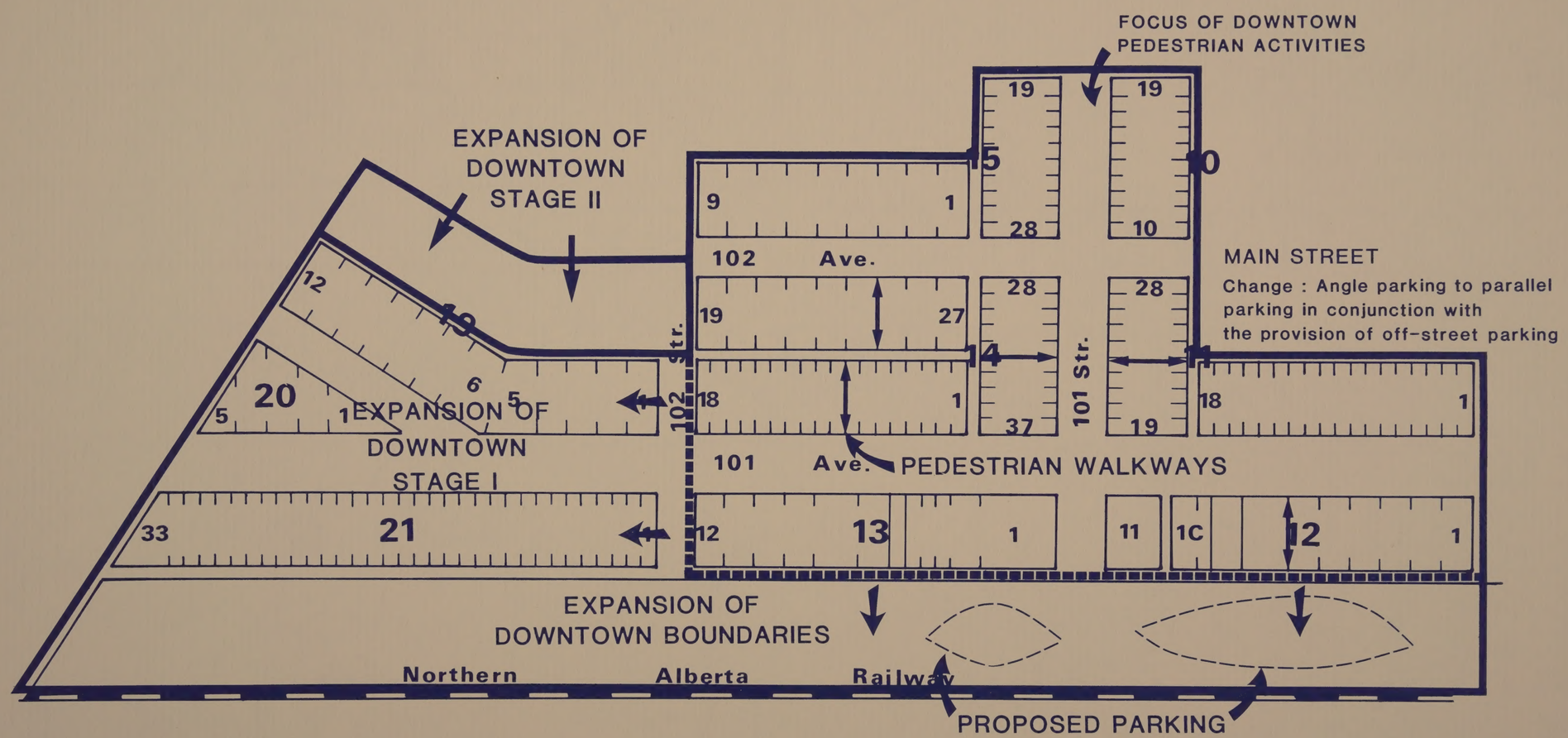
- NEW BUILDINGS SHOULD MAINTAIN A PEDESTRIAN ORIENTATION AND COMPATIBILITY WITH ADJACENT USES.

- STOREFRONT SIGNS SHOULD BE COMPATIBLE ALONG STREET FRONTS. THIS CAN BE ACHIEVED BY BEING SITUATED AT THE SAME LEVEL ALONG A STREET FRONT AND BY NOT COMPETING WITH ADJACENT SIGNS FOR ATTENTION.

- COLOUR SCHEMES OF ADJACENT BUILDINGS SHOULD BE COMPATIBLE, IF POSSIBLE. ONE OR TWO MAJOR COLOURS SHOULD PREDOMINATE ALONG ONE STREET.

3. PREDESTRIAN ACCESS TO THE DOWNTOWN SHOULD BE IMPROVED. MIDBLOCK LANES OR WALKWAYS CONNECTING ALLEYS AND PARKING AREAS TO STREET FRONTS SHOULD BE IMPROVED TO ENCOURAGE PEDESTRIAN USE.

Downtown Development



Social and Health Planning

Social and Health Planning

Issues and Problems

THE TOWN REQUIRES A FRAMEWORK TO ENSURE THAT THE SOCIAL AND HEALTH NEEDS OF THE COMMUNITY ARE MET AND THE QUALITY OF LIFE FOR ALL TOWN RESIDENTS CONTINUES TO IMPROVE.

Policies

1. THE TOWN WILL ENCOURAGE AND SUPPORT THE CREATION OF A HEALTH AND SOCIAL SERVICES INTER-AGENCY COMMITTEE TO ADVISE IT ON SOCIAL AND HEALTH MATTERS. THE FUNCTIONS OF THIS COMMITTEE WILL BE TO:

   I) MONITOR, IDENTIFY AND ADVISE OF THE CHANGING SOCIAL AND HEALTH NEEDS IN THE COMMUNITY;
   II) COORDINATE SERVICES AND PROGRAMS TO PREVENT DUPLICATION AND INEFFICIENT SERVICE DELIVERY; AND
   III) ENSURE THAT THE BEST USE IS MADE OF RESOURCES, PARTICULARLY EXISTING PROGRAMS, FACILITIES AND AGENCIES.

   THE COMMITTEE WILL CONSIDER ESTABLISHING A COMMUNITY INFORMATION AND ASSISTANCE CENTRE.

2. THE TOWN WILL SUPPORT EFFORTS TO REDUCE ISOLATION BETWEEN AREAS OF TOWN AND BETWEEN THE TOWN AND OTHER CENTRES.

   A. THE TOWN WILL ENCOURAGE AND SUPPORT DEVELOPMENT OF NEW TRANSPORTATION LINKS AND SERVICES BETWEEN THE TOWN AND OTHER CENTRES.

3. THE TOWN WILL ENCOURAGE AND SUPPORT THE EFFORTS OF THE RECREATION BOARD IN PRESERVING EXISTING RECREATIONAL AREAS AND DEVELOPMENT OF NEW RECREATION AREAS AND PROGRAMS THAT ENHANCE FAMILY LIFE.

4. THE TOWN WILL ENCOURAGE AND SUPPORT EFFORTS IN ESTABLISHING A CENTRALIZED DAY CARE CENTRE FOR COMMUNITY USE.

Policies

5. THE TOWN WILL SUPPORT EFFORTS IN ESTABLISHING A TRANSITIONAL HOUSING PROGRAM.

6. THE TOWN WILL SUPPORT EFFORTS TO INTEGRATE NEWCOMERS, BOTH TRANSIENTS AND NEW RESIDENTS, INTO THE COMMUNITY AS QUICKLY AS POSSIBLE. ONE EXAMPLE WOULD BE THE PREPARATION OF AN ENTERTAINMENT AND RECREATION BROCHURE FOR NEWCOMERS, PARTICULARLY TRANSIENTS.

7. THE TOWN WILL ASSIST IN EFFORTS TO ATTRACT AND RETAIN HEALTH AND SOCIAL SERVICE PROFESSIONALS TO THE TOWN.

   A. THE HEALTH AND SOCIAL SERVICES INTER-AGENCY COMMITTEE WILL PREPARE A PROMOTIONAL PACKAGE TO GIVE TO PROSPECTIVE EMPLOYEES.

   B. A REPRESENTATIVE OF THE HEALTH AND SOCIAL SERVICES INTER-AGENCY COMMITTEE WILL ASSIST NEW EMPLOYEES IN FINDING SUITABLE ACCOMMODATION.

8. THE TOWN WILL ENCOURAGE THE BUILDING OF ACCESS POINTS FOR THE HANDICAPPED TO EXISTING AND NEW PUBLIC BUILDINGS.

9. THE TOWN WILL ENCOURAGE AND SUPPORT DEVELOPMENT OF MEETING PLACES FOR SOCIAL AND CULTURAL ACTIVITIES.

10. THE TOWN WILL ENCOURAGE AND SUPPORT COMMUNITY BASED PREVENTION PROGRAMS.

Implementation and Review

Implementation and Review

This plan is the first effort of the Town of Lac La Biche towards laying out its future growth and development in a comprehensive manner. All possible topics are not part of the plan. There will no doubt be situations which will arise which were not envisioned. The Plan is a beginning. The planning effort will continue to take place; based on the building on the general municipal plan. Part of this process will be the review of the plan as new situations arise; and the formulation of new policies or the change of existing ones.

The policies contained within the Plan can be divided into several groups:

1. those requiring the Town to take some immediate action e.g. amend land use by-law; close road.

2. those requiring the Town to take some action; but over a long period of time.

3. those which the Town will fall back upon when the situation arises.

Immediate Action

- Enter into an agreement with the School Division
- Review of land use district map
- Institute a two-hour parking limit in the downtown

Long Term Action

- Improvements to sewerage treatment system
- Future land banking
- Invite more senior citizens housing
- Upgrade lakeshore area
- Participate in park development
- Stress the importance of a re-routed Highway 36
- Negotiate with the N.A.R. for parking lots and future development of property
- Explore the possibility of parking authority
- Change angle parking to parallel parking in specific areas
- Allocate/secure funds to "re-design" Swift Street
- Look into any required downtown changes

According to The Planning Act this plan should be reviewed and updated in 1986. The situation in Lac La Biche is however, changing rapidly. During the Spring of 1982 the Plan will be reviewed by Municipal Affairs in conjunction with Town officials and any required changes will be recommended. In the intervening period Municipal Planning will continue to explore specific planning needs, such as a financial plan. Where appropriate these specific studies will be integrated with the general municipal plan.

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